

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MAY 20, 2020

MEMBERS PRESENT: A. Brandt (Vice Chair), A. Dagum, L. Klein, M. Romo, P. Leung, P. Flautt, R. Kutler, R. Valenciana, B. Shaw (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: R. Bartholomew, R. McCauley, J. Navarrete, J. Navarro, R. Tam

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

Chair Brian Shaw called the meeting to order at 5:43 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF APRIL 15, 2020

Motion/Second: Klein / Kutler

Ayes: Brandt, Flautt, Leung, Romo, Valenciana, Shaw

Absent: Dagum

A. Dagum joined the meeting at 5:57 pm

PUBLIC COMMENT

Public Comment received via email at cacsecretary@caltrain.com

Raymond Chang emailed the following:

Hi,

I have some public comments I would like to share before the CAC meeting today.

1. I've written to Caltrain several times about the constant idling of trains at the 4th and King Station, and I was wondering if there are any actionable items that Caltrain can take to reduce the amount of idling? It's both a constant source of noise and air pollution to those that live nearby (and I am one of those people). Can there be limitations on the number of trains that are idling at once? And in cases where idling is required for daily train inspections, can those be performed elsewhere? Shouldn't this work be done at a service yard? If the service yard is unavailable, there are tracks at the corner of 7th and Townsend, which is mostly non-residential. The idling at times goes

on past 1am and starts again at 4am in the morning (which makes staying at home absolutely unbearable at times).

2. Are there further considerations to reduce the current amount of service / replace some of the service with buses (ex: have a bus bridge from 4th and King to Millbrae, where passengers can connect to the SamTrans ECR)? I don't have exact ridership numbers post-COVID-19, but from what I've seen from my apartment, I see trains with 2-5 people TOTAL during non-commute hours. Given the fact that most of Caltrain's passengers pre-COVID-19 are commuters that mostly have the ability to telework (including many of my coworkers), does it still make sense to keep the current train schedule? I understand that there is still a need for essential workers to commute, but I believe adjustments can be made for non-commute hours. From what I can tell, there has been no service adjustments since late March, and the weekend schedule hasn't been modified at all.

As an example, BART is no longer running trains past 9pm - does it make sense to have empty trains run at 12:05 am? I understand that running trains is a low percentage of the overall cost of operating Caltrain, but given the dire financial situation due to the drastic drop in ridership, I would imagine any money saved would be helpful for Caltrain's long-term outlook. This would also have the side benefit of reducing idling trains.

Thanks,

-Raymond

Jeff Carter, via Zoom Q&A, reiterated his comments from last month's meeting regarding the charts which show the ridership post-COVID. He stated that it would be very helpful to the public and to the CAC if the spreadsheet, that produces those charts, could be presented as well. He requested the CAC to discuss or staff to reply. He also stated that obtaining this information through PRA request is very difficult.

CHAIRPERSON'S REPORT

None

COMMITTEE COMMENTS

None

FY20 GRADE CROSSING IMPROVEMENTS PROJECT

Robert Tam Manager, Technology Research & Development presented the Grade Crossing Improvements Project presentation.

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Vice Chair Adrian Brandt asked about the status of deployment of the solar powered flashing light box dots and the brightly painted box that would cover the entire intersection. Joe Navarro, Deputy Chief, Rail Operations, responded that the reflector

turtles are in stock, in house, and are being charged up. Staff will choose an ideal location to test the prototype, however considering waiting until service resumes. Caltrain has been working with our Government Outreach team to talk to legislation as well as the CPUC and Federal Highway Commission about painting the intersection red and staff is making progress. Regarding the reflector turtles, targeting mid-June for deployment. Vice Chair Brandt then asked whether there has been thought given to making any of these Quiet Zone compliant that may meet the criteria of the supplemental safety measures that are laid out with quiet zone requirements. Mr. Tam responded that funding is an issue and is working with the City of San Mateo for Fourth Avenue and Fifth Avenue and would begin planning stage once that project is fully funded and approved. Lastly Vice Chair Brandt commented that WAZE, a navigation system for drivers, has added a feature of grade crossing notifications built into their software/database. He stated that WAZE may provide a good example and inspiration to the competitors. Mr. Tam responded that staff is open to working with the Googles and the WAZE to provide the locations of Caltrain's crossings.

Member Patrick Flautt thanked Robert for the presentation and asked what the average cost is to improve grade crossings and how many are remaining to improve. Mr. Tam responded that with medians, marking and markers, the average is about \$100K - \$150K per crossing. He also stated that there are five crossings planned for next year and about four or five other grade crossings that do not have medians. He stated that staff may capture those in the next cycle, dependent on funding, which would complete all grade crossing improvements. Mr. Tam stated that there are 42 grade crossings and the majority will have medians. Member Flautt asked for clarification regarding the cycle and Mr. Tam stated that it is a 3-year cycle, year one is for design, year two is to obtain the contractor and year three is for construction.

Member Larry Klein stated that he has been advocating with Google about the WAZE changes implemented and was happy to see the implementation. He stated that he is currently doing the same thing with Apple and similar warnings. He then asked when the next cycle for the next set of improvements would begin, next year, or when everything is completed at the end of September of 2021. Mr. Tam responded that the budget cycle is July to June, so next year will be construction and the following year, 2022, staff will be asking for design funding. Mr. Tam stated that there is no guarantee that funding will be granted/approved. Member Klein suggested not going through it in a sequential fashion and conceivably overlap those efforts.

Chair Brian Shaw stated that Santa Clara County has several grade crossings that are as problematic as any others and asked whether staff is limited to completing these improvements only in San Mateo County. Mr. Tam responded that in the last cycle, Caltrain completed a lot of grade crossing improvements in Santa Clara. He stated that the pictures from the presentation were from Sunnyvale and that crossings in Palo Alto were part of the last cycle. Lastly, he stated that two medians were implemented in San Jose two years ago.

Vice Chair Brandt asked staff the ballpark amount for switching to quad gates. Mr. Tam responded about \$2M. Mr. Brandt requested to briefly touch on the duo speed tech solution versus the constant warning time. Mr. Navarro stated that staff has been

working with the FRA and the CPUC for almost a year and are in the final stages of agreement to testing of possibilities with the system, gate downtime and the methodology of how it will work. Mr. Navarro stated that he would provide further information at a later date. Mr. Brandt then asked about the rollout schedule. Rick Bartholomew, Manager, Engineering Signal and Grade Crossing, stated that the reason it will start in San Jose is because that section will be electrified first. Vice Chair Brandt then asked whether it has already been deployed and what is the schedule anticipated to be. Mr. Bartholomew stated that Caltrain is still installing the equipment and not quite there yet. He stated that Caltrain is about six months away from initiating.

Member Rosalind Kutler asked whether staff knows about the plans for construction of the housing at Bayshore and whether that funding would include pedestrian crossings as part of that project. Mr. Navarro stated it is not being considered at the present time.

Chair Brian Shaw pointed out that there were different types of treatments, concrete and plastic dome with pylon. He asked whether one was more cost effective than the other, or whether one was proven more effective from keeping cars from getting around the gates or used for aesthetic reasons. Mr. Tam responded that it is the city's call. They specify what they normally do on their city streets. Chair Shaw asked whether there will be a report to indicate the performance of the new type of crossing technology. Mr. Tam stated that Mr. Navarro keeps record of cars stopping and turning onto the tracks and will continue looking at that. He also stated that staff is hoping to get funds to update the hazard analysis report, including data collection, having video cameras mounted at the grade crossings to collect the data and if that happens, in a year or two, staff may be able to come back to the group with empirical data.

Public Comments:

Jeff Carter, via Zoom Q&A, asked why the three-year cycle for grade crossing improvements takes so long.

Thomas Weissmiller, via Zoom Q&A (San Mateo), stated that there is a grade separation on East Bellevue Avenue and stated that he is unaware of its benefits, but it seems like it is probably more of a safety hazard. Mr. Navarro stated that he would have staff take a closer look and take pictures.

CALTRAIN EMU UPDATE

Joe Navarro, Deputy Chief, Rail Operations, presented the Caltrain EMU Update.

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Vice Chair Adrian Brandt suggested the power outlets, currently showing in front of passenger's knees, to instead be placed underneath the seat edge under the passenger's legs to avoid bumping the adapters and pulling out the cords. He then

asked whether the bungee cords/hooks for the bike racks will be coated with rubber or plastic. Mr. Navarro stated the he is waiting to hear back from the EMU team. Mr. Brandt then suggested signs inside of the cars with the car location so that the passenger is aware in case they need to call/text for help. He also suggested larger font at the intercom so that it is easy to see. Lastly, Mr. Brandt asked whether the train driver will be able to see the second train set, if there was a double train set. Mr. Navarro stated that there would need to be an additional person in the cab to see the second part. Vice Chair Brandt then suggested to have the warning tone, a pleasant chime and to keep the verbal announcements to a minimum, regulations allowing. Mr. Navarro responded that noise pollution is critical and agrees, if possible, to keep it minimal. Lastly, Mr. Brandt asked whether the virtual reality walk through tool can be put on the websites for the public to walk through the trains by clicking. Mr. Navarro stated that the Outreach group will promote that soon.

Member Anna Dagum asked, because there is such limited bike seating in the bike cars, if the adjacent cars will allow passengers to be in view of their bikes. Mr. Navarro responded that there will not be as there will be a vestibule, mid-level, blocking from view.

Chair Brian Shaw asked whether the final fit, electrical seats and passenger related functionalities are done in Salt Lake City. Mr. Navarro confirmed and stated that Salt Lake City is the total assembly of the train and then train cars will need to be shipped to Colorado next. Chair Shaw then asked whether Colorado is the national test center for trains. Mr. Navarro confirmed.

Vice Chair Brandt suggested that the window mounted destination signs be placed in the upstairs windows.

Member Anna Dagum suggested having good labeling for the outside of the cars so that passengers can easily identify bicycle cars, accessible cars and bathroom cars and/or any other specialty cars. Mr. Navarro stated that the Government Outreach team is working on special labeling. Additionally, there are the FRA requirements that need to be met.

Member Rosalind Kutler commented as a follow-up to Anna's point, to consider passengers with English as a second language. Mr. Navarro indicated that all items run through an accessibility team as well as the FRA and the FTA to ensure Caltrain is abiding by regulations.

Chair Shaw asked whether, due to the COVID crisis, there have been delays. Mr. Navarro responded that in some areas, there is about a month delay, however, is confident that once Shelter in Place is lifted, things will pick back up. Mr. Navarro stated that in Salt Lake City, work continues and staff there has split shifts to share office space.

Vice Chair Brandt asked about the high platform doors that will not be used until High Speed Rail arrives. Mr. Navarro stated that the original doors that have been paid for will be shipped to Caltrain and will be stored until they are needed to be installed. He

also stated that there is no additional cost and that, if needed, door replacements will be completed inhouse and not sent to Salt Lake City.

Public Comments:

Jeff Carter, via Zoom Q&A, stated that High Speed Rail is dictating the higher fifty-inch platforms and is based on equipment that High Speed Rail anticipates on using. He suggested staff's goal should be for Caltrain to have level boarding at twenty-five inches and to use the lower set of doors. He then stated that with only one bathroom per train, it could negatively impact Caltrain in the future. Especially after ball games or after special events when a lot of people are not in sound mind. Lastly, he mentioned that there continues to be concern regarding bike security and passengers not being able to keep their eyes on their bikes.

Doug DeLong, via Zoom Q&A, advised that where the outlets currently reside, passengers would get hurt. He suggested to mount them underneath the seat. Mr. DeLong then asked for clarification because in the presentation it was said that it is a seven car train set, however the graphic reflects a six car train. Mr. Navarro stated that the graphics were not up to date. He stated that the coach car is the car type that gets duplicated in the seven car train set.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:
(The full report can be found on caltrain.com)

On-time Performance (OTP) –

- **April:** The April 2020 OTP was 94.3% compared to 93.6% for April 2019.
 - **Mechanical Delays –** In April 2020 there were 197 minutes of delay due to mechanical issues compared to 983 minutes in April 2019.
 - **Trespasser Strikes –** There were two trespasser strikes on April 17, one resulting in a fatality.
- **March:** The March 2020 OTP was 96.7% compared to 94% for March 2019
 - **Trespasser Strike –** There was one trespasser strike on March 1, resulting in a fatality.

COVID-19 Public Health Emergency Orders – On April 17, 2020 San Mateo County and San Francisco County Health Officers, in coordination with other Bay Area health officials, issued new public health emergency orders in connection with COVID-19 protections. The order requires residents to cover their nose and mouth with a face covering, such as a bandana, scarf, towel, or other piece of cloth or fabric, when

leaving home in many situations. These include doctor appointments, grocery shopping, pharmacy visits, and riding on public transit, among others.

This rule took effect at 11:59 p.m. on April 17, 2020. Enforcement did not take place until 8 a.m. on April 22, 2020 to allow time to for obtaining face coverings.

Starting Wednesday April 22, 2020 Caltrain passengers were required to wear a face covering on Caltrain. Also when possible, passengers are requested to maintain social distancing.

(The full report can be found on caltrain.com)

Committee Comments:

Vice Chair Brandt requested staff to comment on public comment from Mr. Chang about idling locomotives. Mr. Navarro stated that on March 17, Caltrain went to 70 trains a day and then on the 30th, went to 42 trains a day. He stated that this interrupted the cycles. He then advised that on May 18th, staff sent a team to observe and made sure that the policy was being adhered to. It was found that with the reduction to 42 trains a day, there were areas to be improved. The team at 4th and King are back on track and as of May 19th, should not happen again. Lastly, Vice Chair Brandt asked what air filtration is being used on the Caltrain equipment and whether staff would have promotional face covering give-a-ways. Mr. Navarro stated that he is looking into the air circulation and how many times it filters through the trains per hour. He also stated he would look at disinfectant for the filters. He stated that once the plan/process and procedure is finalized, he would release this information to the public, very soon.

Member Rosalind Kutler shared that any positive social media is going to be a great thing.

Public comments:

None

JPB CAC Work Plan

June 17, 2020

- Regional Fare Integration Study / Distance Based Fares
- Financial Overview

July 15, 2020

- Industry Safe Functionality
- Brown Act Training
- Mobile Parking App

August 19, 2020

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-

September 16, 2020

- FY 2021 JPB Operating & Capital Budgets
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Items to be scheduled

- Schedule Audit – requested by Member Lauren Fernandez on 3/6/18
- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Grade Crossing Improvements to be scheduled for a future meeting
- Operating Costs – requested by Member Adrian Brandt on 2/13/20

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

June 17, 2020 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:13 pm